

25 JUL 1940

Rpt. 8.

(Received at London Office)

JUL 24 1940

DISCLOSED

No. 11525

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7/6/40 When handed in at Local Office 7/6/40 Port of Kobe.  
No. in Reg. Book. Survey held at Kobe. Date, First Survey 17/5/40. Last Survey 7/6/1940.  
(No. of Visits Four.)

20788 on the ~~Handy Iron~~ Steel S/S "BENGAL MARU"  
TONNAGE:— Built at Nagasaki. By whom Mitsubishi Zosen Kaisha, Ltd. When 1921 5  
GROSS 5399 Owners Nippon Yusen Kabushiki Kaisha. Owners' Address  
UNDER DK. 4844 Managers Port belonging to Tokyo.  
NET 3259

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi Dock. Destined Voyage  
WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.  
N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, lers, and of the inner bottom plating, especially in the boiler space.

ast Report, No. 6636 Port YKa

riological Surveys, when held, must be reported in detail and arriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? If so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY, S.R.L. & COMPLETION OF S.S.2nd No.1.

W DONE:- Vessel placed in dry dock. Bottom, stern frame and rudder cleaned, examined, found or w placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces,

d general equipment examined and found or now placed in good condition.

steering gear and windlass examined and found in good condition.

Cables ranged.

W DONE FOR COMPLETION OF S.S.2nd No.1:-

Nos.1 & 4 holds, and tween decks, engine space and cross bunker cleared for survey,

iling lifted, all oxidation removed and steel work carefully examined and found or now placed

good condition, afterwards recoated. (P.T.O.).

Summary of Damage Repairs:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

SENT CONDITION OF THE		As/Rpt.		Good, As/Rpt.		Copper, or Y.M. of Wood Vessels	
king of Decks	Good	State if Tanks have been examined inside	Yes/	Air and Sounding Pipes	Good, As/Rpt.	(State if on Felt).	Year
ings	"	State if Tanks now tested	Yes, As/Rpt.	Dblng. Plates under Sounding Pipes	Good, "	When put on, Month	Good
as & Fastenings	"	Bulkheads	Good	Engine Room Skylights	Good	Boats	"
ide Plating	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	Good, As/Rpt.	Masts, Yards, &c.	"
" in way of sidelights	Good	Cement or Repairs	Good, As/Rpt.	Oil Bunkers	"	Condition, how ascertained	From aloft.
sthooks	"	(State which.)	Good	Scuppers	Good	(State if wedges removed)	"
soms	"	Rudder	"	Cargo Hatchways	"	Sails	"
es	Good	Steering gear and its connections	"	Hatches	"	Equipment letter	2
rse Frames	"	Windlass	"	Planking of Wood Vessels	"	Anchors, No. of	3B. 1s..1K.
itudinals	"	Have pumps now been examined and found efficient?	Yes.	Caulking	ditto	Chain Locker	"
verses	"	Have Sluice Valves now been examined and found efficient?	"	Treenails	ditto	Cables (State if now ranged)	Yes.
s	Good, As/Rpt.	Have Watertight Doors now been examined and found efficient?	"	Breasthooks & Stems	ditto	" length 270 fms. mean diamr. 2-1/32"	"
ions	"	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Transoms Pointers, & Crutches	ditto	" (on board) 270 fms. 2-4/16"	"
agers	"			Timbers of Frame at openings	ditto	Hawser & Warps	Good
r Bottom Plating	"			Ditto Ditto at other places	ditto	Standing and Running Rigging	"

eneral Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel, so far as now seen, is in good condition and eligible, in our opinion, to be continued as classed with fresh record of survey 5.40 and the Notation S.S.2nd No.1-40, subject to stern frame sole piece (E.Repairs, p.s.) being specially examined at next annual survey.

Survey Fee (per Section 20) Yen 215:00  
Special Damage or Repair Fee (if any) (per Sec. 20) £ -- --  
Travelling Expenses (if chargeable) (Including Machinery). Yen 15:00  
Second Surveyor's Fee (if any) £ -- --  
Fees applied for, 7/6/40  
Received by me, 19  
K. D. K. Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned 3  
S 540  
100A1 subject  
S. S. No. 1-40  
+ date 6.40  
TUE. 5 MAY 1942  
OMIT CLASS ON RE-PRINT.  
Lloyd's Register Foundation  
006505-006511-0135



Lining of ship's side removed in way of sidelights and plating in way of same examined and found in good condition.

Nos.2, & 5 double bottom tanks examined internally, found in good condition, afterwards recoated and Nos.1, 4 & 5 and No.2 (under cross bunker) double bottom tanks and tween deck fresh water tanks tested with a head of water as required by the rules and found tight.

Hand pumps, masts (with deck angle) and rigging (from aloft) examined and found in good condition.

The whole of the rule requirements for 2nd S.S.No.1 have now been complied with.

S.R.L.:- Stern frame sole piece specially examined and found in efficient condition.

REPAIRS DUE TO WEAR AND TEAR:-

Forward shell plating:-

No.2 plates on port side in the 4th strake below upper deck sheer strake -  
fitted with edge patch on lower seam.

No.1 plates on port and starboard side in the 4th strake below upper deck  
sheer strake - part doubled.

40 defective shell rivets in way of Fore Peak Tank renewed.

Afterwards the above repairs tested and found tight.

Other repairs of a minor nature effected. K.D.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.*	lbs.			
1st Bower ...																	
2nd „																	
3rd „																	
Collective Weight.																	
Stream .....																	
Kedge.....																	

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]